



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

January 19, 2007

Hydraulic Design Section

Mr. Stein Buer
Executive Director
Sacramento Area Flood Control Agency (SAFCA)
1007 7th Street, 7th Floor
Sacramento, CA 95814

Dear Mr. Buer:

This letter summarizes the results of our evaluation of recently completed works on the Sacramento River and South Sacramento County Streams Project levees for the purpose of FEMA certification. Certification provides that such works shall adequately and safely pass the FEMA base flood event (100-year flood). For the reaches of the levees described below, the U.S. Army Corps of Engineers' (Corps) evaluation focused on five of the design criteria in paragraph b of 44 CFR 65.10. These included freeboard, closure structures, embankment protection, embankment and foundation stability, and settlement. Other criteria for certification, including interior drainage, as identified in 44 CFR 65.10 were not addressed by the Corps evaluation but shall be addressed by SAFCA and the State of California.

The reaches of the two levees addressed by this letter are identified below and shown on Attachment 1. Please note that the stations identified below tie into past certification letters so that there is a continuous certified levee.

On June 26, 2006, the Corps identified 16 items of work that must be completed prior to the Corps certifying the Sacramento River East Bank Levee from River Mile 53.7 down to River Mile 45.3 (see Attachment 2). The Corps has completed this work or it is under contract. In addition, the Corps in conjunction with the California Department of Water Resources (DWR) and the State Reclamation Board has taken action to address and remedy additional erosion sites and freeboard deficiencies within this stretch of the Sacramento River downstream to River Mile 43.1 and the location of the tie-in of the North Beach Lake Levee to the Sacramento River East Bank Levee.

As identified in our August 7, 2006 certification letter (Attachment 3), the Corps completed levee raise and floodwall construction that will allow certification of the right bank of the South Sacramento County Streams Project levee (Contract 1A), from the North Beach Lake Levee tie-in to the Sacramento River East Bank Levee at Station 235+43.77 near Hwy 160, upstream to a point near and just downstream of the Union Pacific railroad crossing, at North Beach Lake Levee Station 40+50.

South Sacramento County Streams Project Contract 1B has been completed. This included work from just downstream of the Union Pacific railroad crossing (making tie-in with Contract 1A) upstream to the Franklin Boulevard bridge over Morrison Creek, Contract 1B Base Line Station 10+49 on the downstream side of the bridge.

By this letter, the Corps is providing certification that the above described reaches of levee were adequately designed and constructed to withstand the FEMA base flood event. Our CESP-K-ED-DH Memorandum for Record dated January 19, 2007 (Attachment 4) provides details for each of the items of work that were necessary for this certification. Additionally, we note the following.

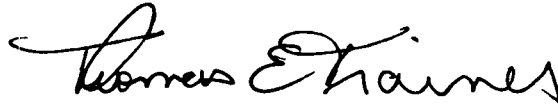
(1) Reference December 22, 2006 letter from State of California, the Reclamation Board (Attachment 5) addressed to Mr. Thomas Trainer, USACE Sacramento District, concerning a 12-inch concrete-encased steel pipe crossing underneath the Sacramento River East Bank Levee at River Mile 46.1. This letter provides special instructions that shall be followed by DWR for this area. These instructions have been coordinated with the Corps as necessary for certification, and shall remain in effect until superseded by further actions by DWR.

(2) Reference December 28, 2006 letter from your office (Attachment 6) addressed to Mr. Thomas Trainer, USACE Sacramento District, concerning the City of Sacramento's operating plan for the Morrison Creek levee at the location of the Union Pacific railroad tracks. This letter provides special instructions that shall be followed by the City of Sacramento for this area. These instructions have been coordinated with the Corps as necessary for certification, and shall remain in effect until superseded by further actions by the Corps or SAFCA.

It is noted that there is currently limited egress at the landside levee toe and/or floodwall in some areas along Morrison Creek upstream of the Union Pacific railroad bridge. This may inhibit levee patrols during flood fight activities and thus we strongly suggest that rights-of-entry be procured in these locations. In addition, there is currently limited egress at the landside levee toe in some areas along the Sacramento River levees. While in both cases, this limited egress does not affect current certification of the levee, this limited access may inhibit flood fight levee patrols, as well as emergency flood fighting activities and construction. We strongly recommend that action to mitigate for this situation be discussed amongst the stakeholders of which we are a part. Future certification reviews will include progress obtained towards improving access.

If you have any questions regarding the evaluation for certification of the Sacramento River east levee or the west levee/floodwall of Morrison Creek, please contact our Project Manager, Mr. Dan Tibbitts at (916) 557-7372, or our Chief, Design Branch, Mr. Rick Poeppelman at (916) 557-7301.

Sincerely,

A handwritten signature in black ink, reading "Thomas E. Trainer". The signature is fluid and cursive, with the first name "Thomas" being more prominent than the last name "Trainer".

Thomas E. Trainer, P.E.
Chief, Engineering Division

Enclosures

June 26, 2006

Hydraulic Design Section

Mr. Stein Buer
Executive Director
Sacramento Area Flood Control Agency
1007 7th Street, 7th Floor
Sacramento, California 95814

Dear Mr. Buer:

At your verbal request, we are providing this letter concerning FEMA certification for the base flood event for the Pocket Area of South Sacramento for the specific reaches as identified below from approximately River Mile 53.6 down to River Mile 45.3. This work, upon completion of construction, will address 8 erosion sites identified during the annual riverbank inspection process and 7 under seepage sites that were identified through additional investigation. The type of work to be performed at each site is listed below by site:

1. Left (east) bank levee of the Sacramento River at River Mile 53.2. (Install Piezometer)
2. Left (east) bank levee of the Sacramento River from River Mile 53.5 down to River Mile 53.4. (Erosion Repair – Bank Protection)
3. Left (east) bank levee of the Sacramento River from River Mile 51.8 down to River Mile 52.2. (Slurry Wall)
4. Left (east) bank levee of the Sacramento River at River Mile 51.5. (Erosion Repair – Bank Protection)
5. Left (east) bank levee of the Sacramento River from River Mile 51.4 down to River Mile 51.2. (Erosion Repair – Bank Protection)
6. Left (east) bank levee of the Sacramento River at River Mile 51.6. (Install Piezometer)
7. Left (east) bank levee of the Sacramento River from River Mile 51.1 down to River Mile 51.0. (Erosion Repair – Bank Protection)
8. Left (east) bank levee of the Sacramento River at River Mile 50.8. (Erosion Repair – Bank Protection)
9. Left (east) bank levee of the Sacramento River from River Mile 50.1 down to River Mile 50.0. (Erosion Repair – Bank Protection)
10. Left (east) bank levee of the Sacramento River at River Mile 51.0. (Install Piezometer)
11. Left (east) bank levee of the Sacramento River from River Mile 49.9 down to River Mile 49.8. (Erosion Repair – Bank Protection)
12. Left (east) bank levee of the Sacramento River from River Mile 49.6 down to River Mile 49.4. (Erosion Repair – Bank Protection)

ATTACH 2

13. Left (east) bank levee of the Sacramento River at River Mile 49.8 (Install Piezometer)
14. Left (east) bank levee of the Sacramento River at River Mile 46.8. (Existing 12" irrigation line – Grout and Seal)
15. Left (east) bank levee of the Sacramento River at River Mile 46.0. (Install two Piezometers, one upstream of RM 46.0 and one downstream of RM 46.0) Continue to monitor existing monitoring wells.
16. Left (east) bank levee of the Sacramento River from River Mile 45.6 down to River Mile 45.3. (Slurry Wall and Re-establishment of Levee Height)

The Corps project features address five of the certification criteria in paragraph b of 44 CFR 65.10. These include freeboard, closure structures, embankment and foundation protection (erosion), embankment and foundation stability, and settlement. Other criteria for certification identified in 44 CFR 65.10, including interior drainage and operation and maintenance plans, are not addressed by the Corps but will be addressed by SAFCA and other local government in the future.

Due to prolonged high flows in the Sacramento River this past winter and spring, new erosion sites could have developed that can affect the Corps' ability to certify the levee system. The Corps will perform an assessment of the levee waterside as soon as flows are low enough to allow such an assessment and inform SAFCA of the findings.

For the site from 45.6 down to 45.3 identified above, it is our intent to provide the design fix for the freeboard issue at this site either by an amendment during the advertising period or by a construction contract modification for this particular construction contract package.

By this letter, the Corps confirms that upon completion and verification of the construction contracts identified for this area and resolution of any identified closure structure issues, we will be in position to verify, by letter to you, for FEMA, that the completed flood control features for this area were designed and constructed to adequately and safely pass the FEMA Base Flood Event (100-year flood), and thus meet the requirements for future certification. If you have any questions concerning this project, please contact Shig Fujitani, Acting Chief, Design Branch at (916) 557-7412 or myself at (916) 557-7623.

Sincerely,

Thomas E. Trainer, PE
Chief, Engineering Division

construction contracts identified for this area and resolution of any identified closure structure issues, we will be in position to verify, by letter to you, for FEMA, that the completed flood control features for this area were designed and constructed to adequately and safely pass the FEMA Base Flood Event (100-year flood), and thus meet the requirements for future certification. If you have any questions concerning this project, please contact Shig Fujitani, Acting Chief, Design Branch at (916) 557-7412 or myself at (916) 557-7623.

Sincerely,

Thomas E. Trainer, PE
Chief, Engineering Division

August 7, 2006

Hydraulic Design Section

Mr. Stein Buer
Executive Director
Sacramento Area Flood Control Agency
1007 7th Street, 7th Floor
Sacramento, California 95814

Dear Mr. Buer:

At your verbal request, we are providing this letter concerning certification for the FEMA base flood event for the North Beach Lake Levee, built as Contract 1A of the South Sacramento Streams Project. The reach of levee extends from the Union Pacific Railroad at Station 40+50 to State Route 160 at Station 235+43.77 on North Beach Lake Levee along Morrison Creek.

The Corps of Engineers Sacramento District (Corps) Contract 1A project features address five of the certification criteria in paragraph b of 44 CFR 65.10. These include freeboard, closure structures, embankment protection, embankment and foundation stability, and settlement. Other criteria for certification identified in 44 CFR 65.10, including interior drainage and operation and maintenance plans, are not addressed by the Corps but will be addressed by SAFCA and/or the City of Sacramento in the future.

By this letter, the Corps confirms that, for FEMA certification, the recently completed flood control features of Contract 1A of this project were designed and constructed to adequately and safely pass the FEMA base flood event (100-year flood). The project includes features that will require special attention from SAFCA and/or the City of Sacramento just prior to or during significant high water events. Those items are identified in the enclosure.

It is the Corps' understanding that the certification of this levee reach does not change any existing floodplain designations behind the levee. The Corps has additional work planned this summer that once complete will allow the Corps to certify additional reaches of levee upstream of this levee reach and along the Sacramento River.

If you have any questions concerning this project, please contact me at (916) 557-7623.

Sincerely,

Thomas E. Trainer, PE
Chief, Engineering Division

Enclosure

ATTACH. 3

**South Sacramento Streams, Contract 1A
Areas Requiring Special Attention**

1. Area of project where the flood control levees are intersected by Interstate 5: When required by significant high water events, SAFCA and/or the City of Sacramento shall provide and install sandbagging across Interstate 5, tying into and matching the crown elevation of the east and west levee segments to provide one continuous level of flood control for the area north of Interstate 5 at this point.
2. Existing Utility Crossings: The performance of all utility crossings should be carefully monitored during flood events. These include the following:
 - a. 18" diameter culvert between the Union Pacific Railroad tracks and Station 84+50 with slide gate and access, and flap gate at the outlet structure.
 - b. 20" Natural Gas line at approximately Station 84+50.
 - c. 18" and 42" Storm Drain lines at approximately Station 123+00.
 - d. One 12" diameter conductor pipe with two interior 4" diameter Sulfur Dioxide Vacuum lines at approximately Station 178+50.
 - e. Two 8" and one 6" diameter Sulfur Dioxide Vacuum lines at approximately Station 178+50.
 - f. One 48" diameter Sanitary Sewer line at approximately Station 178+50
 - g. One 102" diameter Sanitary Sewer line at approximately Station 178+50
 - h. One 18" diameter Storm Drain line at approximately Station 185+70
 - i. One 30" diameter Drainage Culvert at approximately Station 218+50.

Special attention shall be given to the utilities drilled or bored under the levee (20" Natural Gas line near Station 84+50 and Sulfur Dioxide Lines near Station 178+50). The special attention shall include the stockpiling of materials near the sites to insure rapid response if adverse conditions develop. To insure proper performance during high water events, all utility crossings shall be periodically inspected and adequately maintained

3. Relief Wells: To insure that the relief wells function properly during high water events, they must be maintained in accordance with the requirements outlined in EM 1110-2-1914, Design, Construction and Maintenance of Relief Wells.
4. All of the above items will be included in the project's operation and maintenance manual.

Enclosure

THE RECLAMATION BOARD

3310 El Camino Ave., Rm. LL40
SACRAMENTO, CA 95821
(916) 574-0609 FAX: (916) 574-0682
PERMITS: (916) 574-0653 FAX: (916) 574-0682



December 22, 2006

Mr. Thomas E. Trainer, Chief
Engineering Division
Sacramento District
U. S. Army Corps of Engineers
1325 J Street
Sacramento, California 95814-2922

Dear Mr. Trainer:

This letter is in response to your November 1, 2006 correspondence concerning a 12-inch concrete-encased steel pipe crossing the Sacramento River East Bank Levee at Levee Mile 9.08 (River Mile 46.1) located 17.6 feet below the crown.

Subsequent to receiving your letter, staff from the Department of Water Resources (DWR) and Reclamation Board (Board) reviewed files, inspected the site, and talked with the owner of the property at the landside pipe end (M/H Realty Partners VI) and current lessee (Mr. Joe Borges).

Staff has determined that:

- 1) The pipe appears to be an authorized and permitted encroachment. The Reclamation Board issued a permit (No. 263, copy enclosed) for a pipe at this approximate location on April 24, 1923. Although the pipe mentioned in Permit No. 263 was described as being a 14-inch wrought-iron pipe, not the 12-inch concrete-encased steel pipe referred to in your letter and the DWR levee log for this reach, the levee log only identifies one pipe as being located in this general area. No record that would explain why there is a difference between the two pipe descriptions has been found.
- 2) The pipe is currently considered to be active, although the pump attached to the landward end of the pipe appears to be nonfunctional. During discussions with the property owner and lessee, it was stated that the pipe had been used as recently as three years ago to provide irrigation water to the property for agricultural purposes.
- 3) During field inspection of the pipe and levee, no signs of distress were observed along the alignment of the pipe.
- 4) There were no problems during past high water events, or from water diversions during irrigation season noted at this location.

ATTACH. 5

not 14-inch wrought-iron pipe, not the 12-inch concrete-encased steel pipe referred to in your letter and the DWR levee log for this reach, the levee log only identifies one pipe as being located in this general area. No record that would explain why there is a difference between the two pipe descriptions has been found.

- 2) The pipe is currently considered to be active, although the pump attached to the landward end of the pipe appears to be nonfunctional. During discussions with the property owner and lessee, it was stated that the pipe had been used as recently as three years ago to provide irrigation water to the property for agricultural purposes.
- 3) During field inspection of the pipe and levee, no signs of distress were observed along the alignment of the pipe.
- 4) There were no problems during past high water events, or from water diversions during irrigation season noted at this location.

ATTACH. 5

- 5) Board staff has contacted the current property owner regarding retention and acceptance of the existing encroachment.
- 6) If the current owner wishes to retain the existing encroachment, they will be required to submit a request to reassign the permit to them. Prior to approval, the Board will require they verify the structural integrity of the pipe to the satisfaction of the Board, install a positive closure device on the pipe on the waterside of the levee, and accept operation and maintenance responsibility, as well as liability for the encroachment.
- 7) If the pipe cannot be verified as structurally adequate, the pipe will be properly abandoned in accordance with Board standards. Because it is now flood season, proper abandonment, if required, is not expected to occur until after April 15, 2007, the end of flood season.
- 8) In the interim, until the pipe is either verified as structurally adequate and transferred to a new permittee, or properly abandoned, DWR will implement special instructions for this area. First, DWR levee inspectors and local agency high water patrol staff will be notified of this special area and instructed to report any changes noted during inspection or high water patrol activities. They will also be advised to have the flood fighting material staged near the area so that a flood fight can be initiated quickly, if needed. If problems are noted, DWR will dispatch geotechnical specialists to the site to provide more detailed evaluations and coordinate any necessary emergency response actions with the U.S. Army Corps of Engineers.

If you have any questions regarding this matter, please call Mr. Stephen Bradley, the Board's Chief Engineer, at (916) 574-0609, or Mr. Keith Swanson, Acting Chief of DWR's Division of Flood Management, at 574-1302.

Sincerely,


Jay S. Punia, General Manager
The Reclamation Board

Enclosure

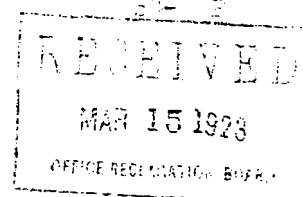
cc: Stein Buer, Executive Director
Sacramento Area Flood Control Agency
1007 - 7th Street, 7th Floor
Sacramento, California 95814-3407

Address Reply to
DISTRICT ENGINEER
240 Montgomery St.
85 Second St.

WAR DEPARTMENT
U. S. ENGINEER OFFICE, SECOND DISTRICT
SAN FRANCISCO, CALIFORNIA.

FILED WITH AND FORMING PART C
APPLICATION NO. 263

REFER TO FILE
NO. 20242



March 14, 1923.

Mr. Melville Dozier, Jr., General Manager,
Reclamation Board,
Forum Building,
Sacramento, Calif.


Dear Sir:

Subject: Application of Wm. Dee for
approval of installation of 14-
inch pipe line through Sacramento
River levee near Freeport.

1. In reply to your letter of March 1, 1923, inclosing the application of Mr. Wm. Dee for the approval of his plans for installing a 14-inch pipe for a pumping plant through the levee along the east bank of the Sacramento River near Freeport, I have to state that no objection was made to favorable action on the application by your Board, the work proposed being consistent with the approved flood control project. It is thought, however, that an additional gate valve on the river side of the levee would be advisable and would increase the safety of the installation. *add gate valve on river side*

2. However, the applicant should be informed that the making of no objection to the structure at the present time does not in any way restrict the duty and right of the War Department to take such action as may be necessary in the future should the structure itself or the diversion of water cause interference with navigation in violation of United States laws for its protection. *right to act in future should structure or diversion cause interference with navigation*

Yours truly,


U. S. Grant, 3d,
Major, Corps of Engineers,
District Engineer.

EXTRACT FROM MINUTES OF
MEETING OF THE RECLAMATION BOARD HELD
APRIL 24, 1923.

In the matter of Application No. 263, filed in the office of THE RECLAMATION BOARD on February 17, 1923, by W. DEE, for approval of plans for the installation of a 14" wrought iron pipe through the levee along the east bank of the Sacramento River about 630 feet north of the Southern Pacific Railroad station at Freeport, which application was set for hearing on April 24, 1923, notice of which was duly published in accordance with the rules of THE RECLAMATION BOARD, and which was heard on this date, - it is

ORDERED: That the plans be approved and that permission to proceed with the work be granted subject to the following conditions:

First: That either a second gate valve be installed upon the water side of the levee, with valve stem reaching to the level of the top of the levee, or that the gate valve planned for the inside of the levee be changed to the water side;

Second: That this Order shall not interfere with the right of the War Department to take such action as may be necessary in the future should any structure itself or any diversion of water cause interference with navigation;

Third: That the applicant, W. DEE, shall pay any and all expenses which THE RECLAMATION BOARD shall find it necessary to incur for the purpose of supervising or checking up any of the work performed, or for any other information needed to assure THE RECLAMATION BOARD that its Orders are being and have been complied with by said applicant.

STATE OF CALIFORNIA,)
City and County of Sacramento,) ss.
Office of the Reclamation Board)

I, A. M. BARTON, Assistant Secretary
of The Reclamation Board of California, do hereby certify
that the foregoing is a true and exact copy of an order
which was duly passed and adopted by the Reclamation
Board of California at its meeting held April 24, 1923,
in the matter of application of W. Dee, which said
application was filed in the office of the Reclamation
Board on February 17, 1923.

IN WITNESS WHEREOF, I have hereunto
set my hand and affixed the official seal of the
Reclamation Board of California, this 30th day of
April, 1923.


Assistant Secretary of
the Reclamation Board.



Sacramento
Area Flood
Control
Agency

December 28, 2006

Thomas Trainer
US Army Corps of Engineers
1325 J Street
Sacramento, CA 95814-2922

**SUBJECT: LEVEE INSPECTION AND MONITORING PLAN FOR THE
MORRISON CREEK LEVEE AT UPRR**

Mr. Trainer:

At the request of the Corps, I am forwarding the City of Sacramento's operating plan for the Morrison Creek levee at the location of the UP railroad tracks. This plan is assure the Corps that the recently constructed flood control works along Morrison Creek in the vicinity of the UP railroad tracks will be inspected and monitored during high water events. The efforts being proposed are consistent with the City's efforts at other locations along the Morrison Creek levee. The City's letter is attached for your records.

Please feel free to contact me at (916) 874-8733 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Pete Ghelfi", is written over the typed name and title.

Pete Ghelfi,
Director of Engineering

Cc: Syed Rizvi, City of Sacramento, Department of Utilities
John Carroll, Corps of Engineers

Office 916-874-7606
FAX 916-874-8289

1007 - 7th Street, 7th Floor
Sacramento, CA 95814-3407



DEPARTMENT OF UTILITIES
FIELD SERVICES DIVISION

CITY OF SACRAMENTO
CALIFORNIA

5730 24TH STREET
BUILDING 22
SACRAMENTO, CA
95822-2911

PH 916-808-4069
FAX 916-808-6293

December 18, 2006

Pete Ghelfi, Director of Engineering
Sacramento Area Flood Control Agency
1007 7th Street, 7th Floor
Sacramento, CA 95814

SUBJECT: South Sacramento County Streams, Morrison Creek Levee at UPRR

Dear Mr. Ghelfi,

The Corps of Engineers has constructed interim levee improvements on about 150 feet of Morrison Creek right bank levee just west of UPRR tracks to provide a continuous 100-year flood protection system upstream to Brookfield Drive for the current flood season. As part of the Corps' plans for certifying this flood protection system in January 2007 for flood insurance purposes, the Corps has requested a specific levee inspection and monitoring plan be in place this flood season for this reach of interim levee work.

The City of Sacramento Utilities Department is prepared to inspect and monitor the constructed facilities this flood season with special emphasis on the reach of interim work just west of UPRR tracks. Enclosed is our specific inspection and monitoring plan.

Utilities Department staff is available to discuss the plan as we continue through flood season. Utilities Department point of contact on this subject is Mr. Jeff Heard, telephone 916-808-6955.

Sincerely,

Syed Rizvi
Field Services Division Manager

Enclosure: Inspection Plan

cc: Gary Reents
Dave Brent
Jeff Heard
Stan Buer, SAFCA



DEPARTMENT OF UTILITIES
FIELD SERVICES DIVISION

CITY OF SACRAMENTO
CALIFORNIA

5730 24TH STREET
BUILDING 22
SACRAMENTO, CA
95822-2911

PH 916-808-4069
FAX 916-808-6293

LEEVE INSPECTION AND MONITORING PLAN

Morrison Creek right bank levee just west of Union Pacific Railroad
[Approximately 150 lineal feet of levee just west of UPRR tracks]

Background: The Corps of Engineers is constructing flood control improvements along Morrison Creek under the South Sacramento County Streams project. A new improved flood control system was scheduled to be completed along the right bank of Morrison Creek upstream to Brookfield Drive by the start of the 2006–2007 flood season. However, work was not completed on about 150 lineal feet of levee just west of the UPRR tracks. The Corps of Engineers is constructing interim improvements through this 150-foot reach for flood protection during 2006 – 2007 flood season to provide protection for base flood (100-year flood, El. 16 feet). The Corps' interim plan involves raising the levee crown from approximately El. 16 feet to El. 19 feet with Class 2 Aggregate Base material, and placing geotechnical fabric on the waterside slope from top of levee at El. 19 feet to about El. 5 feet at the levee toe. This reach of levee with interim improvements is the focus of this special levee inspection and monitoring plan.

Approach to Monitoring Levee Conditions:

City of Sacramento Utilities Department will inspect Morrison Creek right bank flood system throughout entire reach upstream to Brookfield Drive, with special emphasis on 150-foot reach of interim levee improvements just west of UPRR. Significant physical conditions to be inspected for and monitored are moisture / seepage on landside slope, embankment cracking / sloughing of levee, movement of geotechnical fabric on waterside slope, and erosion of waterside slope. If levee conditions change, Utilities Department will consult with Department of Water Resources and Corps of Engineers.

Frequency and duration of inspections:

Duration of special inspection and monitoring plan: Continue plan through current flood season (April 1, 2007).

Frequency of inspection: When Morrison Creek stage at Mack Road is at El. 12.0 feet, inspect daily, and more frequently as creek rises above El. 12.0 feet. If levee conditions change, consult with Department of Water Resources and Corps of Engineers.

Inspection reports and report distribution: See Special Levee Inspection Log, Morrison Creek Right Bank Levee – 150 feet of levee just west of UPRR

Points of Contact:

City of Sacramento:

Dave Brent (916-808-1420); Andy Hunt (916-808-1408); Jeff Heard (916-919-6493)

Department of Water Resources:

Rod Mayer (916-574-0385)

Corps of Engineers:

Thomas Trainer (916-557-7623); James Sandner (916-557-5275); Meegan Nagy (916-557-6919)

Attachments:

Inspection Log, Morrison Creek levee at UPRR

SPECIAL LEVEE INSPECTION LOG
for use during 2006 – 2007 flood season

Morrison Creek Right Bank Levee - 150 feet of levee just west of UPRR

Inspector(s) _____ Date / Time: _____

Weather Conditions: _____

Creek Stage, Morrison Creek at Mack Road (MCM): _____

Inspection / observations:

Waterside slope (condition of geotechnical fabric, movement, slumping, erosion, etc.):

Levee crown (cracks, settlement, etc.): _____

Landside slope (moisture, cracks, slumps, boils, etc.): _____

Changes since previous inspection: _____

Photos taken: Yes / No (Circle one)

Inspection findings / conclusions: _____

Inspection Log distribution:

City of Sacramento: Dave Brent, Andy Hunt, Jeff Heard

Department of Water Resources: Rod Mayer

Corps of Engineers: Thomas Trainer, James Sandner, Meegan Nagy